

Villa Road
SM-919
St. Mary's County
Beachville Vicinity
Mid-17th-century – Late-20th-Century
Public/Private

Villa Road is located in southern St. Mary's County. The public roadway originates at Point Lookout Road (MD 5) and continues in a southwesterly direction until public access ends at the entrance to the Patuxent River Naval Air Station's Webster Field Annex. The road extends from its origin for approximately 1.5 miles to the end of public access at the Webster Field Annex entrance. Mature evergreen and deciduous vegetation that gives way to agricultural fields characterizes the majority of the length of the road's right-of-way.

Villa Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions and inland farms. Villa Road was most likely established as a seventeenth-century dirt path that allowed travelers access to and from the St. Mary's River landing at Priests Point to points further inland. The Jesuit priests utilized the path to travel inland from their plantation and chapel at Priests Point throughout the county to minister to Catholic families and attempt to gain converts. Villa Road and its setting also reflect the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station's Webster Field Annex in 1943.

Maryland Historical Trust

Maryland Inventory of Historic Properties Form

Inventory No. SM-919

1. Name of Property

(indicate preferred name)

historic Villa Road
other County Road 30376

2. Location

street and number Election District No. 1, Runs SW from Point Lookout Road (MD 5) to end of public access
city, town Beachville X vicinity
county St. Mary's County

3. Owner of Property

(give names and mailing addresses of all owners)

name St. Mary's County Board of County Commissioners
street and number P.O. Box 653, 23115 Leonard Hall Drive telephone 301-475-4200, ext. 1300
city, town Leonardtown state MD zip code 20650

4. Location of Legal Description

courthouse, registry of deeds, etc. N/A liber folio
city, town tax map tax parcel tax ID number

5. Primary Location of Additional Data

- ☐ Contributing Resource in National Register District
☐ Contributing Resource in Local Historic District
☐ Determined Eligible for the National Register/Maryland Register
☐ Determined Ineligible for the National Register/Maryland Register
☐ Recorded by HABS/HAER
☐ Historic Structure Report or Research Report at MHT
☐ Other: _____

6. Classification

Category	Ownership	Current Function	Resource Count
<input type="checkbox"/> district	<input checked="" type="checkbox"/> public	<input type="checkbox"/> agriculture	Contributing
<input type="checkbox"/> building(s)	<input type="checkbox"/> private	<input type="checkbox"/> landscape	Noncontributing
<input checked="" type="checkbox"/> structure	<input type="checkbox"/> both	<input type="checkbox"/> commerce/trade	<u>0</u> buildings
<input type="checkbox"/> site		<input type="checkbox"/> defense	<u>0</u> sites
<input type="checkbox"/> object		<input type="checkbox"/> domestic	<u>1</u> structures
		<input type="checkbox"/> education	<u>0</u> objects
		<input type="checkbox"/> funerary	<u>1</u> Total
		<input type="checkbox"/> government	
		<input type="checkbox"/> health care	
		<input type="checkbox"/> industry	
		<input type="checkbox"/> recreation/culture	
		<input type="checkbox"/> religion	
		<input type="checkbox"/> social	
		<input checked="" type="checkbox"/> transportation	
		<input type="checkbox"/> work in progress	
		<input type="checkbox"/> unknown	
		<input type="checkbox"/> vacant/not in use	
		<input type="checkbox"/> other:	
			Number of Contributing Resources previously listed in the Inventory
			<u>0</u>

7. Description

Inventory No. SM-919

Condition

<input type="checkbox"/> excellent	<input type="checkbox"/> deteriorated
<input checked="" type="checkbox"/> good	<input type="checkbox"/> ruins
<input type="checkbox"/> fair	<input type="checkbox"/> altered

Prepare both a one paragraph summary and a comprehensive description of the resource and its various elements as it exists today.

Summary Description

Villa Road is located in southern St. Mary's County. The public roadway originates at Point Lookout Road (MD 5) and continues in a southwesterly direction until public access ends at the entrance to the Patuxent River Naval Air Station's Webster Field Annex.¹ The road extends from its origin for approximately 1.5 miles to the end of public access at the Webster Field Annex entrance. The road is asphalt paved and measures 22 feet in width. Mature evergreen and deciduous vegetation that gives way to agricultural fields characterizes the majority of the length of the road's right-of-way.

Location

Villa Road is located in the southern portion of St. Mary's County in the county's First Election District. The road extends southwest from its origin at Point Lookout Road (MD 5) and continues in a southwesterly direction until its terminus at the entrance to the Webster Field Annex. The entire length of the publicly accessible road is approximately 1.5 miles.

Detailed Description

The Roadway

Villa Road is an asphalt-paved major-collector route that measures approximately 22 feet in width. The roadway consists of two divided lanes—one in each direction divided by a yellow-painted, double line. White-painted lines frame the outer edges. The roadway is in good condition throughout its length. The road's horizontal alignment incorporates one long, gentle curve in its relatively straight roadway. Its vertical alignment is at-grade.

The Right-of-Way

Informal gravel and asphalt-paved shoulders, measuring approximately one- to two-feet wide, appear on both sides within the Villa Road right-of-way. Shallow swales that provide drainage for the roadway and adjacent property owners are located along both sides of the roadway. A paved-asphalt curb begins on the north side at the road's origin and terminates to the east of the property at 48452 Villa Road. Several traffic signs, including speed limit and warning signs, appear within the right-of-way. These consist of standard reflective metal signs mounted on single metal or wood posts. Several metal warning signs posted on a barbed-wire-topped chain-link fence associated with the Webster Field Annex are located adjacent to the south side of the roadway near mile point 1.2.

Electric and telephone utility lines are strung on wood poles that stand within the right-of-way. The lines are carried on standard pine poles that run first along the north side of the road and then along both the north and south sides of the road until its terminus.

The Setting

Villa Road traverses a residential, agricultural, and military area of southern St. Mary's County. The road extends through a landscape dominated by agricultural and military land uses. St. Ignatius Roman Catholic Church (SM-15; listed in the National Register, 1975) is located to the north of Villa Road at the end of public access at mile point 1.5.

¹ Due to security restrictions, no photographs were taken towards the terminus (end of public access) of Villa Road at the entrance to the Patuxent River Naval Air Station's Webster Field Annex.

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The first 1.0 miles of the road from its origin at Point Lookout Road (MD 5) passes through an agricultural area interspersed with long sand and gravel driveways that stretch north and south from the road. At mile point 1.0, dense woodland comprised of mature evergreen and deciduous trees line both sides of the roadway. Between mile point 1.2 and 1.5, several dwelling clusters built in the late-twentieth century are accessed by paved-asphalt roads to the north of Villa Road. A barbed-wire-topped chain link fence begins at approximate mile point 1.2 at Grayson Road and continues along the south side of the road until its terminus at the Webster Field Annex entrance located adjacent to St. Ignatius Roman Catholic Church at mile point 1.5.

The terminus of public access of Villa Road is developed with late-twentieth-century residential developments to the north and late-twentieth-century development associated with the Webster Field Annex to the west and south.

8. Significance

Inventory No. SM-919

Period	Areas of Significance	Check and justify below		
<input checked="" type="checkbox"/> 1600-1699	<input checked="" type="checkbox"/> agriculture	<input type="checkbox"/> economics	<input type="checkbox"/> health/medicine	<input type="checkbox"/> performing arts
<input checked="" type="checkbox"/> 1700-1799	<input type="checkbox"/> archeology	<input type="checkbox"/> education	<input type="checkbox"/> industry	<input type="checkbox"/> philosophy
<input checked="" type="checkbox"/> 1800-1899	<input type="checkbox"/> architecture	<input type="checkbox"/> engineering	<input type="checkbox"/> invention	<input type="checkbox"/> politics/government
<input checked="" type="checkbox"/> 1900-1999	<input type="checkbox"/> art	<input type="checkbox"/> entertainment/	<input type="checkbox"/> landscape architecture	<input checked="" type="checkbox"/> religion
<input type="checkbox"/> 2000-	<input type="checkbox"/> commerce	<input type="checkbox"/> recreation	<input type="checkbox"/> law	<input type="checkbox"/> science
	<input type="checkbox"/> communications	<input type="checkbox"/> ethnic heritage	<input type="checkbox"/> literature	<input type="checkbox"/> social history
	<input type="checkbox"/> community planning	<input checked="" type="checkbox"/> exploration/	<input type="checkbox"/> maritime history	<input checked="" type="checkbox"/> transportation
	<input type="checkbox"/> conservation	<input type="checkbox"/> settlement	<input checked="" type="checkbox"/> military	<input type="checkbox"/> other: _____

Specific dates ca. 1637; ca. 1704; ca. 1785; ca. 1942 **Architect/Builder** Unknown

Construction dates Mid-seventeenth century through late-twentieth century

Evaluation for:

☐ National Register ☐ Maryland Register ☒ not evaluated

Prepare a one-paragraph summary statement of significance addressing applicable criteria, followed by a narrative discussion of the history of the resource and its context. (For compliance projects, complete evaluation on a DOE Form – see manual.)

Historical Summary

Villa Road reflects the early road network in St. Mary's County established to connect colonists to religious institutions and inland farms. Villa Road was most likely established as a seventeenth-century dirt path that allowed travelers access to and from the St. Mary's River landing at Priests Point to points further inland. The Jesuit priests utilized the path to travel inland from their plantation and chapel at Priest Point throughout the county to minister to Catholic families and attempt to gain converts. Villa Road and its setting also reflect the mid-twentieth-century road improvements and residential development associated with the construction of the Patuxent River Naval Air Station's Webster Field Annex in 1943.

Historical Narrative²

Summary of Road Building in St. Mary's County

Until the twentieth century, the abundant waterways of St. Mary's County provided the main transportation routes throughout the area. Ships from England transported goods and tobacco to wharves along the Potomac River, and smaller vessels navigated the smaller waterways to move goods farther inland. Early roads linked residents to points along the waterways as well as to government centers, churches, and other residents. Several roads provided access to the state capital at Annapolis after 1695, and to markets in Baltimore and other economic centers outside the county after the 1780s, but transportation via waterways, the preferred alternative, provided a much safer, swifter, and easier journey throughout the seventeenth, eighteenth, and nineteenth centuries.³

Aside from facilitating the transport of tobacco from farms to waterways for shipping, colonial roads in St. Mary's County also served to connect colonists to the capital, the courts, and church. Roman Catholic and Anglican churches served as focal points for early community networks, and colonial roads helped to connect colonists to these religious centers.

² The historical context will only detail the history of the road building in St. Mary's County as it relates directly to Villa Road. For a more detailed history of road building in St. Mary's County and Maryland, please see History Matters, LLC, *St. Mary's County Historic Roads Survey Final Report*, 30 June 2006, Prepared for St. Mary's County Department of Land Use and Growth Management, on file at the Maryland Historical Trust, Crownsville, Maryland.

³ History Matters, LLC 2006: 7

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Colonists developed trails and roads leading to local houses of worship, many of which were located inland in order to be closer to the center of population.⁴

Seventeenth-century roads in St. Mary's County were likely narrow dirt paths intended primarily for travel on foot or horseback. From the eighteenth through the early nineteenth centuries, the number of roads increased throughout the county but the design standards remained comparable to the colonial era. Public roads were required to be 20-feet wide and maintained in "good traveling condition." However, since most of the county's roadways were not public roads, they did not necessarily have to meet these standards. Therefore, the roads in St. Mary's County were often reported as being in poor condition and cumbersome to travel.⁵

Between 1790 and 1840, the internal economy of St. Mary's expanded, creating a greater demand for overland travel routes. Throughout the first half of the nineteenth century, the economy of St. Mary's County relied upon its agricultural exports. Since waterways provided the primary means of shipping these goods, county farmers continued to rely on the roads to wharves in order to collect imported manufactured goods and ship their staple crops.⁶

During the early nineteenth century, public roads in St. Mary's County were created by acts of the legislature. Fourteen existing roads throughout the county were added to the public road system. After the mid-nineteenth century, those property owners and local government officials wishing to add an existing road to the public road system had to apply to the County Commissioners. The number of public roads increased throughout this era, particularly in response to landholders' pleas for more efficient access to the wharves from which they exported their crops. However, the quality of roads during this time period was similar to that of road conditions in the early eighteenth century. The specified width of public roads was still 20 feet, and the County Commissioners' instructions to the road superintendents were similar to those of 1704.⁷

However, by the late-nineteenth-century, travelers began to see a gradual increase and improvement of the roadways in St. Mary's County. The public roads in the county were typically un-surfaced clay or sand measuring 20 feet in width. Some of the more traveled roadways were paved with oyster shells and cleared to a minimum width of 30 feet. Yet, St. Mary's County roads were still regarded as poorly maintained. Residents continued their campaign for road improvements and pushed for changes to the laws governing the maintenance of public roads. However, since waterways remained the favored transportation method in the county, many of the efforts at road improvements were futile.⁸

Waterways continued to be the preferred travel method until the widespread use of automobiles took hold in the twentieth century. Consequently, roads overtook waterways as the primary transportation network for both local travel and for transportation into and out of the county. The first half of the twentieth century witnessed significant changes in the condition, character, and use of roads throughout Maryland. Many of the road improvements in the first half of the

⁴ History Matters, LLC 2006: 13-14

⁵ History Matters, LLC 2006: 11-15

⁶ History Matters, LLC 2006: 20

⁷ Regina Combs Hammett, *History of St. Mary's County, Maryland 1634-1990*, (Ridge, Maryland: n.p., 2005 [Reprint of 1991 edition]), 283-285.

⁸ History Matters, LLC 2006: 15-25

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twentieth century were the result of the state government's growing involvement in local road planning and maintenance. The movement for state responsibility for roads began in 1898 when the state legislature, after agitation by farmers for better roads, created a Highway Division within the Maryland Geological Survey to oversee an investigation of the condition of the state's roads and the estimated cost of improving them.

In 1908, Governor Austin Crothers, leader of the Good Roads Movement in Maryland, persuaded the state legislature to appropriate five million dollars for state-sponsored improvement and construction of roads. The result was the creation of the State Roads Commission, charged with the powers to construct, improve, and maintain a state system of improved state roads and highways. In the 1910s, St. Mary's County started receiving substantial state-financed road improvements beginning with the creation of MD 5, which traversed the entire length of St. Mary's County from Charles County to Point Lookout at the southern tip.⁹ Subsequent state road projects focused on the interior roads that connected inland towns.

By 1927, the majority of state roads in the county were gravel and shell surfaced with portions of MD 5 and MD 235 surfaced with macadam to accommodate the increasing widespread use of automobiles and trucks.¹⁰ By 1938, the majority of public roads in St. Mary's County were improved through grading, drainage systems, and improved surfacing materials including sand-clay, shells, and gravel. Some of the improved roads were also treated with a bituminous material in order to bind the surface materials and reduce dust.¹¹

The advent of the automobile and truck changed the road landscape throughout St. Mary's County. The increase in automobile use necessitated the construction of directional and warning signs as well as roadside structures that catered to the use and maintenance of the automobile, such as gas stations and dealerships. Particularly after steamboat service stopped in the 1930s, former primary routes to waterways and wharves became secondary roads, and inland roads that paralleled the major thoroughfares formed important components of the county's road network.¹² As roads improved, settlement along previously inaccessible or unenviable roadways became more desirable, and the county contains a wide array of dwellings exhibiting stylistic details and forms characteristic of early twentieth-century architecture.

Furthermore, the establishment of the Patuxent River Naval Air Station at Cedar Point in 1942 and its Webster Field Annex on St. Inigoes Neck in 1943 launched another period of substantial road improvements in St. Mary's County. The U.S. Navy constructed and improved roads leading to its main base and annex. The Navy's presence also led to the considerable growth of nearby communities, such as Hollywood and Lexington Park, and consequently, their corresponding road networks were improved. The economic and population growth brought by the establishment of the naval base fueled road widening projects on the major routes and improvements to many of the county's secondary and local roadways.¹³

⁹ Hammett 2005: 287

¹⁰ *Map of Maryland Showing State Road System and State Aid Roads*, 1927, available at the Maryland Room, University of Maryland-College Park.

¹¹ History Matters, LLC 2006: 33

¹² History Matters, LLC 2006: 40

¹³ History Matters, LLC 2006: 33; Hammett 2005: 293

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Since 1956, St. Mary's County roads have undergone significant alterations, including realignment, to meet current design and safety criteria and standards for width and shoulders. As farming became less important in the local economy during the second half of the twentieth century, the U.S. Navy presence contributed to the rise of a service economy and the development of residential suburbs. Consequently, suburban and commercial development continues to heavily influence and alter the setting of some of the county's historically rural roads.¹⁴

Development of Villa Road

Villa Road derives its name from the Jesuit plantation, or villa, that the Jesuits established after purchasing St. Inigoes Manor in 1637, the first Jesuit landholding in Maryland. Father Thomas Copley, acting as an agent for the Society of Jesus [Jesuits] purchased the manor from Richard Gerard. The manor was the site of the first English Catholic mission in the New World that functioned as the headquarters of the Jesuit mission effort in Maryland. Father Copley's purchase included the roughly triangular 2,000-acre tract on St. Inigoes Neck as well as 1,000 additional acres of land on St. George's Island situated in St. Mary's River to the southwest of the manor.

Surveyor Cuthbert Fenwick surveyed the Jesuit plantation in 1641, which by then included agricultural buildings, servants' housing, a blacksmith shop, a gristmill, store, orchards, gardens, and cultivated fields.¹⁵ The plantation provided employment for the dozens of servants that the Jesuits transported from England to the new colony as well as generated income to support the Jesuit missionary efforts in Maryland.¹⁶ Tenant farms established on the manor further supported the priests' residence and mission.

In 1668, the headquarters of the Jesuit mission moved to Newtown Manor; the mission at St. Inigoes Manor remained active and the manor continued to function as a self-sufficient farm surrounded by smaller tenant farms.¹⁷ The plantation continued to prosper throughout the rest of the seventeenth and eighteenth centuries. In 1704, the colony's first Roman Catholic chapel built at St. Mary's City was closed by the royal governor with the enforcement of the religious penal laws of Maryland. The chapel was dismantled, and the congregation moved its services to St. Inigoes Manor. The law permitted Catholic worship in a private home, so the dispossessed worshippers used the bricks from the St. Mary's City chapel to erect a new larger manor house at Priests Point.¹⁸ After 1704, Villa Road most likely served as the primary route for those worshippers traveling from inland plantations and tenant farms to the manor at Priests Point.

After the Revolutionary War resulted in the re-establishment of freedom of religion in Maryland, the present St. Ignatius Church was built. From 1784 to 1788, Father James Walton constructed the brick church to house the worshippers located on the surrounding plantation and tenant farms. Missionaries used St. Inigoes as a base from which to travel and serve at other locations throughout southern Maryland and along its eastern shore throughout the eighteenth and nineteenth centuries.

¹⁴ History Matters, LLC 2006: 41

¹⁵ H. Chandlee Forman, *Early Manor and Plantation Houses of Maryland*, (Baltimore, Maryland: Bodine & Associates, 1982), 29.

¹⁶ Edwin W. Bietzell, *The Jesuit Missions of St. Mary's County, Maryland*, (Abell, Maryland: n.p., 1976), 19.

¹⁷ Southern Maryland Online, "St. Mary's County Historic Background," available from <http://somid.com/Detailed/2309.php>, accessed on 27 May 2008.

¹⁸ J. Richard Rivoire, "St. Ignatius Church, SM-15," National Register of Historic Places Inventory Form, on file at the Maryland Historical Trust, Crownsville, Maryland, 1975.

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Villa Road does not appear on Dennis Griffith's 1794 *Map of the State of Maryland*, but the map does depict several secondary paths leading from St. Mary's River to present-day Point Lookout Road (MD 5).¹⁹ Most likely Villa Road existed in the late-seventeenth and eighteenth centuries as a narrow dirt path used to connect travelers landing at Priests Point to points inland.

Simon J. Martenet's 1865 *Atlas of the State of Maryland* is the earliest cartographic record that depicts Villa Road.²⁰ As the inland road network expanded in the late-eighteenth- and early nineteenth centuries, the informal path would have been formalized and extended particularly with the establishment of the Jesuit manor house and later St. Ignatius Church. Martenet's 1865 *Atlas of the State of Maryland* illustrates a road that closely follows the alignment of the current Villa Road; the road leads east following from the landing at Priests Point and curves slightly to the north after passing the "Church" and crossing over present-day Grayson Road and continues northeast where it terminates at present-day Point Lookout Road (MD 5). In January 1872, the old manor house on Priests Point was destroyed by fire in January 1872. Four years later, the Jesuits rebuilt the manor and referred to the newly erected dwelling as the "Villa;" hence, Villa Road was named as the road leading from points inland along Point Lookout Road to the Jesuit Villa at Priests Point.

With the exception of St. Ignatius Roman Catholic Church (SM-15), there are no longer any extant architectural resources dating to the seventeenth, eighteenth, or nineteenth centuries adjacent to Villa Road. The earliest dwellings, which date to the early twentieth century, are situated at the end of long driveways leading from Villa Road and are not visible from the roadway. Between the 1910s and 1930s, many of the roads throughout St. Mary's County were improved and surfaced, including Villa Road. Regular services were held at St. Ignatius Church from 1786 until the early 1930s, so the road was most likely improved to accommodate the worshippers traveling from points inland and via ferry along the St. Mary's and Potomac rivers.²¹

In 1942, the U.S. Navy took over 773 acres of the Jesuit property at Priests Point and established the Webster Field Annex, an outlying airfield for the Patuxent River Naval Air Station. Shortly thereafter, the first ground was broken at Priests Point at the western end of Villa Road, and on October 22, 1943, the field annex was opened for use. As a result, access to the western end of Villa Road at the St. Mary's River was restricted due to the close proximity of the Webster

¹⁹ Dennis Griffith, *A Map of the State of Maryland*, 1794, available at the Maryland Historical Trust Library, Crownsville, Maryland.

²⁰ The history of the name "Villa" is derived from the Jesuit Villa located on Priests Point at the terminus of the road; Simon J. Martenet, *Martenet's Atlas of Maryland: Including the District of Columbia, a stretch of Delaware, and a portion of Northern and Eastern Virginia showing Some of the Most Interesting Localities of the Late War*, 1865, available at the Geography and Map Division, Library of Congress.

²¹ Rivoire 1975: 8-2

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Field Annex. Numerous posted signs warn travelers not to proceed beyond the county-maintained roadway approximately 1.5 miles from the road's intersection with Point Lookout Road (MD 5). A barbed-wire-topped, chain link fence lines the southern side of the road from its intersection with Grayson Drive west to the security gate and checkpoint. Barbed-wire fencing denotes a security checkpoint that blocks Villa Road at the end of public access immediately adjacent to the west of St. Ignatius Church.

In addition, the construction of the field annex and the population increase that followed caused significant changes to the setting of Villa Road. Dwellings dating to the mid-1940s and 1950s are located to the north of the road and accessed via secondary roads. Consequently, the road has since been widened and improved to meet current design standards and safety criteria, particularly after the completion of the Patuxent River Naval Air Station's Webster Field Annex in 1943.

9. Major Bibliographical References

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See Continuation Sheets.

10. Geographical Data

Acreage of surveyed property 1.5 miles
Acreage of historical setting Approximately 2 miles
Quadrangle name St. Mary's City, MD

Quadrangle scale: 1:24,000 (7.5 Minute)

Verbal boundary description and justification

The surveyed area of Villa Road encompasses the roadway and right-of-way, which were intensively surveyed. The road's setting or viewshed was not documented in depth; individual above-ground structures and landscape features that are visible from the road were characterized only as part of a larger road setting.

11. Form Prepared by

name/title	Emma K. Young/Architectural Historian		
organization	A.D. Marble & Company	date	June 25, 2008
street & number	10989 Red Run Blvd., Suite 209	telephone	410-902-1421
city or town	Owings Mills	state	MD

The Maryland Inventory of Historic Properties was officially created by an Act of the Maryland Legislature to be found in the Annotated Code of Maryland, Article 41, Section 181 KA, 1974 supplement.

The survey and inventory are being prepared for information and record purposes only and do not constitute any infringement of individual property rights.

return to: Maryland Historical Trust
Maryland Department of Planning
100 Community Place
Crownsville, MD 21032-2023
410-514-7600

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State Roads Commission

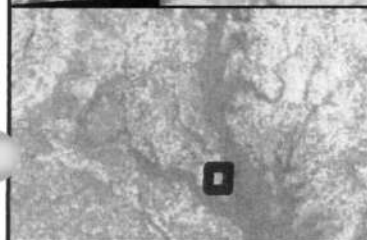
1927 *Map of Maryland Showing State Road System and State Aid Roads.* Available at the Maryland Room, University of Maryland-College Park.

United States Geological Survey

1892 *Point Lookout, MD Quadrangle* (15 Minute Series)

1912 *Point Lookout, MD Quadrangle* (15 Minute Series)

2007 *St. Mary's City, MD Quadrangle* (7.5 Minute Series)



2,000
 Feet

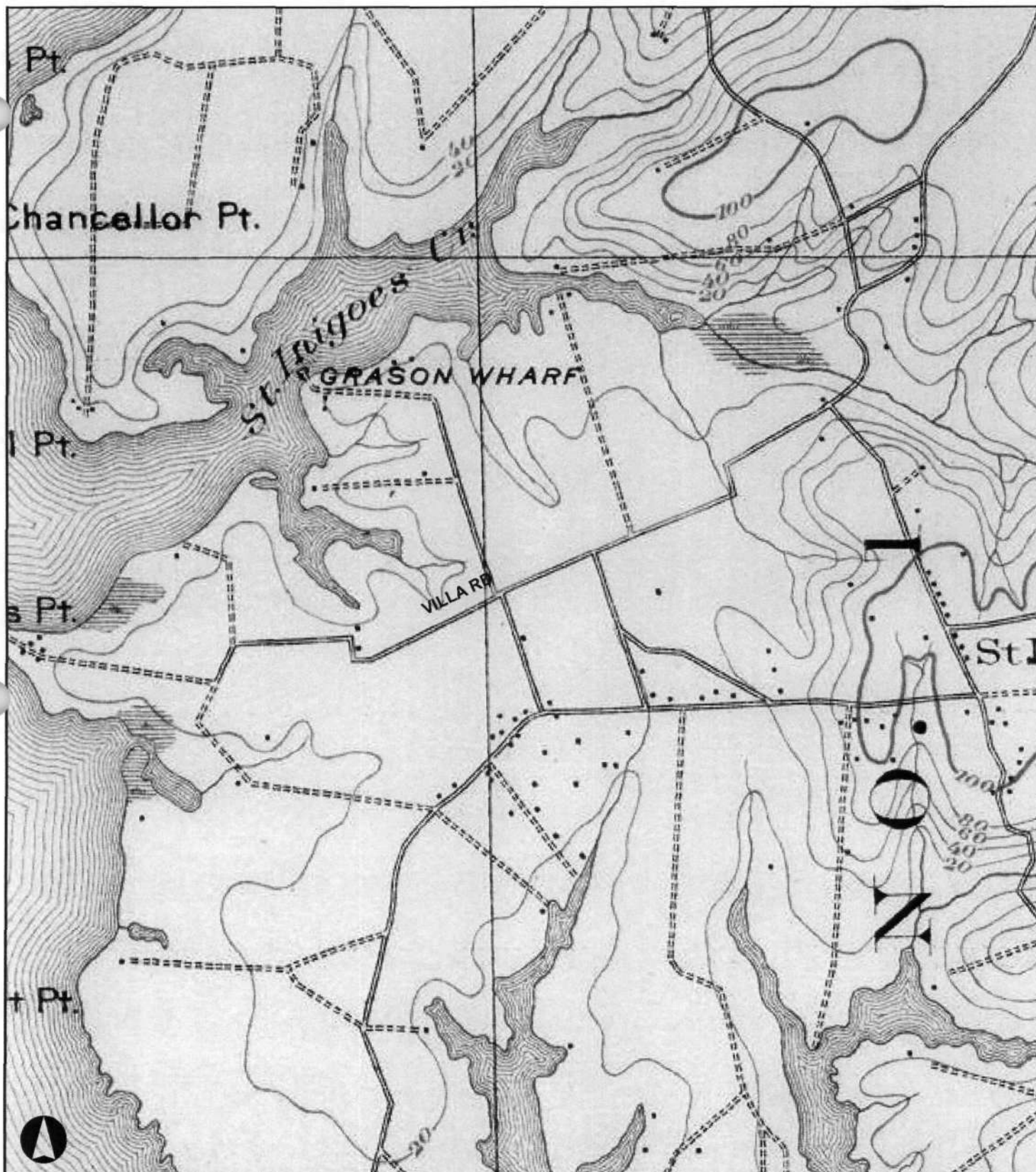
Villa Road

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Beachville Vicinity

St. Mary's County, MD

Source: 1865 Martenet Atlas



— Road Alignment 2005

2,000

Feet

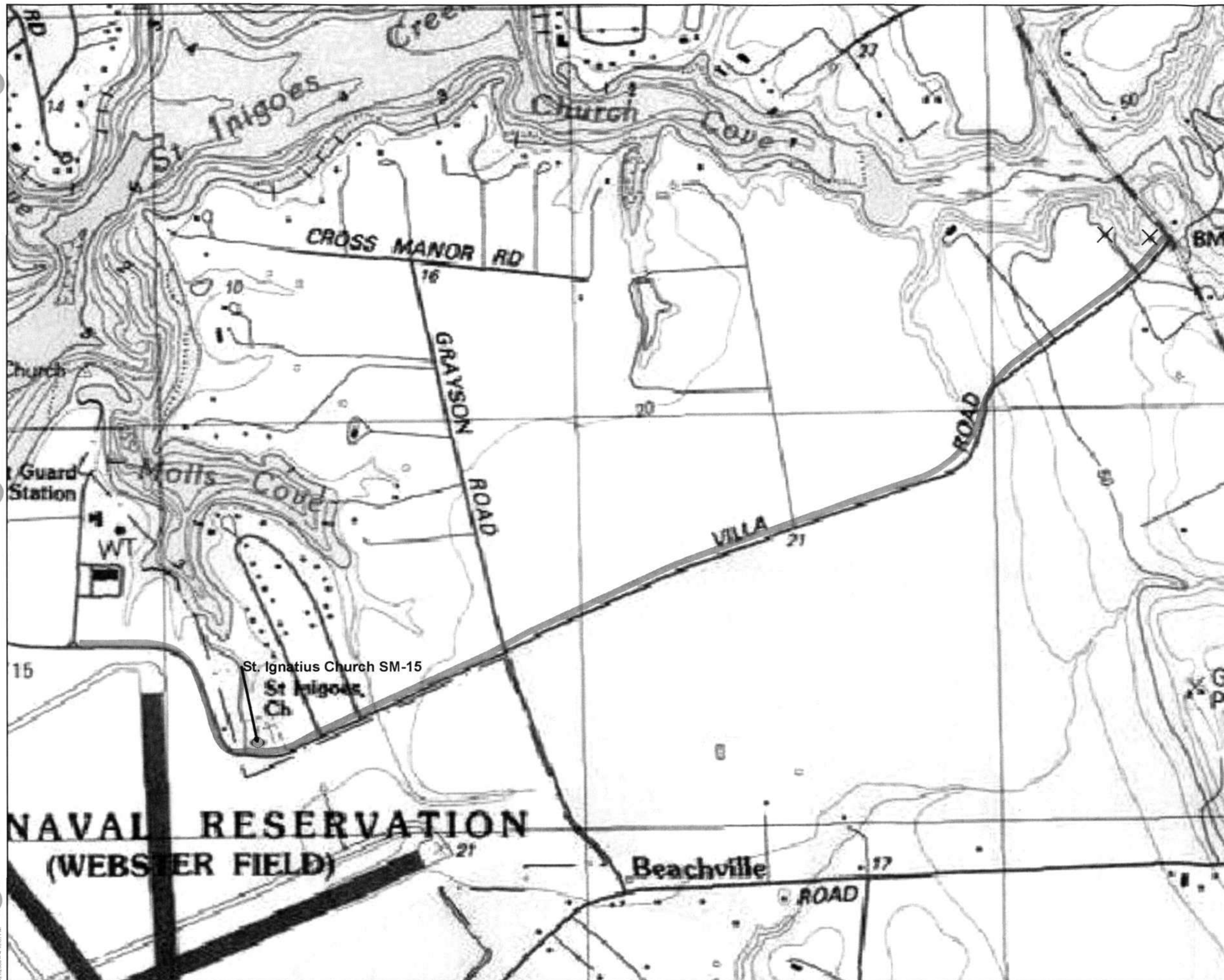
Villa Road

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Beachville Vicinity

St. Mary's County, MD

Source: USGS 7.5' Topo Quad (1902)



Villa Road
SM-919
Resource ID Map



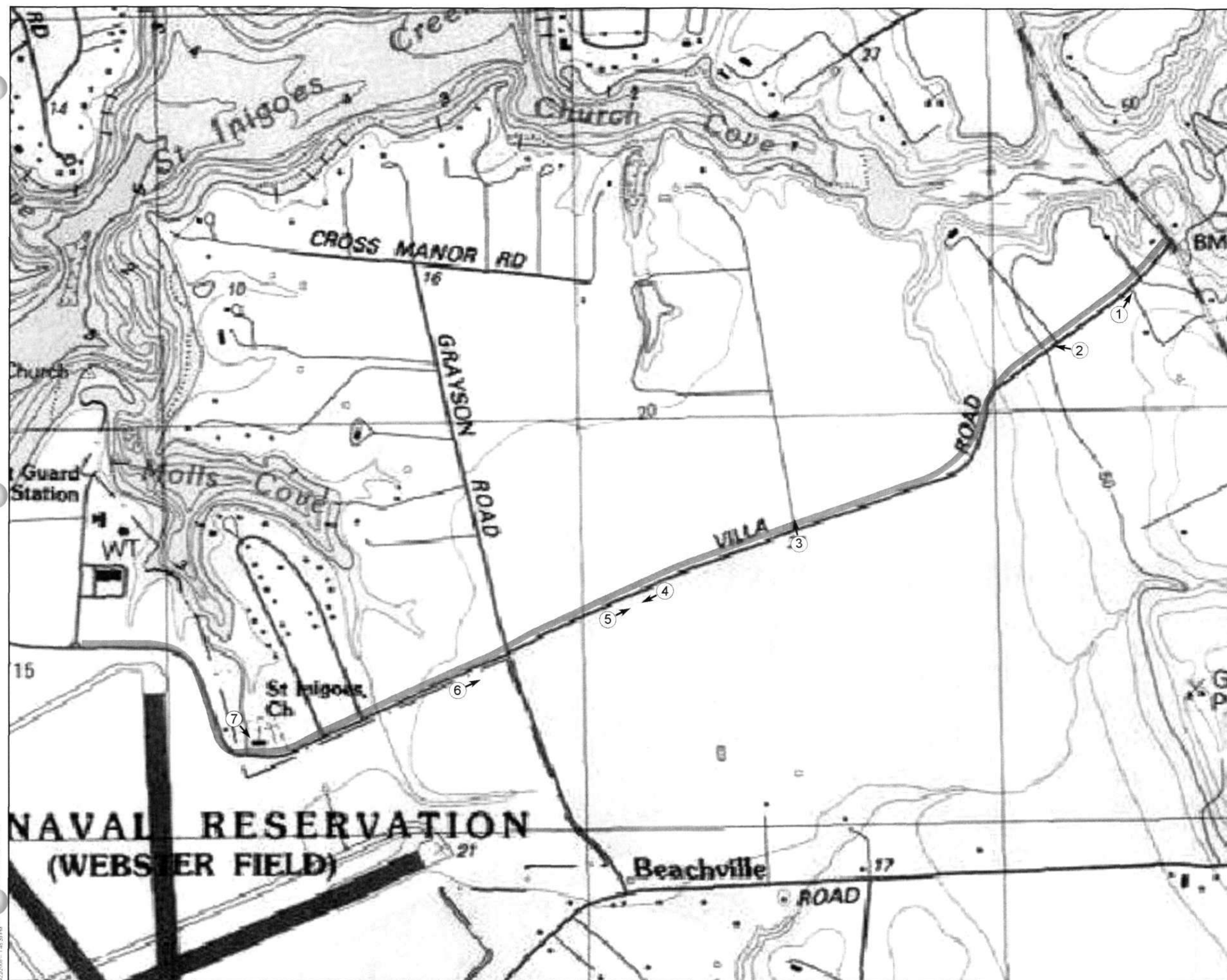
- X Resource Not Extant
- Extant Resource
- Villa Road

Source: USGS 7.5' Topo Quad, St. Mary's City, MD.

Beachville Vicinity
St. Mary's County, Maryland



May 2008



**Villa Road
SM-919**



■ Villa Road

Source: USGS 7.5' Topo Quad, St. Mary's City, MD.

Beachville Vicinity
St. Mary's County, Maryland



May 2008

Villa Road (SM-919)**Digital Photo Log, Historic Roads Survey, St. Mary's County, Maryland, 2008**

Photo File Name	MIHP #	Property Name	County	Photographer	Date of Photo	Photo Description	Photo Sequence
SM-919_200804_01	SM-919	Villa Road	St. Mary's	E. Young	04/2008	Mile Point 0.0, looking northeast to origin of Villa Road at Point Lookout Road (MD 5)	1 of 7
SM-919_200804_02	"	"	"	"	"	Mile Point 0.0, looking northwest to ca.-2000 property at 48452 Villa Road, note asphalt curb	2 of 7
SM-919_200804_03	"	"	"	"	"	Mile Point 0.8, looking north along Pleasant Plains Lane to ca.-1968 farm complex	3 of 7
SM-919_200804_04	"	"	"	"	"	Mile Point 0.8, looking southwest	4 of 7
SM-919_200804_05	"	"	"	"	"	Mile Point 0.9, looking northeast	5 of 7
SM-919_200804_06	"	"	"	"	"	Mile Point 1.1, looking northeast from southeast intersection of Villa Road and Grayson Road	6 of 7
SM-919_200804_07	"	"	"	"	"	Mile Point 1.5, looking southeast to St. Ignatius Church (SM-15) at terminus of Villa Road and public access	7 of 7

SM-919

* Due to security restrictions, no photographs were taken towards the terminus (end of public access) of Villa Road at the entrance to the Patuxent River Naval Air Station's Webster Field Annex.



Mile Point 0.0, looking northeast to origin of Villa Road at Point Lookout Road (MD 5)
Photo 1 of 7



Mile Point 0.0, looking northwest to property leading to circa-2000 property at 48452 Villa Road, note paved-asphalt curb
Photo 2 of 7



Mile Point 0.8, looking north along Pleasant Plains Lane to circa-1968 farm complex
Photo 3 of 7

SM-919
Villa Road
St. Mary's County, Maryland

Photographer: E. Young
April 2008
MD SHPO



Mile Point 0.8, looking southwest
Photo 4 of 7



Mile Point 0.9, looking northeast
Photo 5 of 7

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Villa Road
St. Mary's County, Maryland

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April 2008
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Mile Point 1.1, looking northeast from southeast intersection of Villa Road and Grayson Road
Photo 6 of 7



Mile Point 1.5, looking southeast to St. Ignatius Church (SM-15) at terminus of Villa Road and public access
Photo 7 of 7

SM-919
Villa Road
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MD SHPO



SM-919

VILLA ROAD

ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

Milepoint 0.0, Looking NE to origin of villa ROAD @

Point Lookout ROAD (MD 5)

Photo # 1 of 3



SM-919

Villa ROAD

St. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 0.8, looking SW

Photo # 2 of 3



SM-919

VILIA ROAD

ST. MARY'S COUNTY, MD

E. YOUNG

04.2008

MD SHPO

mile point 1.5, Looking SE to St. Ignatius Church (SM-15)
@ terminus of Vilia Road & public access

Photo # 3 of 3